

THE STATE JOURNAL.

OFFICIAL PAPER OF THE CITY OF TOPEKA

By FRANK P. MACLENNAN.

TERMS OF SUBSCRIPTION.

DELIVERED BY CARRIER, 10 CENTS A WEEK TO ANY PART OF TOPEKA OR SUBURBS, ON AT THE SAME PRICE IN ANY KANSAS TOWN WHERE THIS PAPER HAS A CARRIER SYSTEM. BY MAIL, THREE MONTHS, \$2.50; SIX MONTHS, \$4.50; ONE YEAR, \$8.00. WEEKLY EDITION, PER YEAR, \$5.00.

Address, STATE JOURNAL, Topeka, Kansas.

THE FIRST PAPER IN KANSAS TO SECURE THE EXCLUSIVE SERVICE OF THE ASSOCIATED PRESS, controls exclusively for Topeka the Full Day Service of this great organization for the collection of news. A telegraph operator in the State Journal office is employed for the sole purpose of taking this report, which comes continuously from 7:30 a. m. till 4:00 p. m. (with a wire running into this office and used only for the day Associated Press business between the hours above named).

The State Journal is the only paper in Kansas receiving the Full Day Associated Press Report.

The State Journal has a regular average daily local circulation in Topeka of more than all other Capital City Dailies Combined, and Double that of its principal competitor—a very creditable morning newspaper.

Member of the American Newspaper Publishers' Association.

The State Journal Press Room is equipped with a Lightning Web-Perfecting Printing Press—the latest and fastest piece of printing machinery in the state.

Weather Indications.

WASHINGTON, June 30.—Forecast until 8 p. m. Sunday: For Kansas—Fair; southerly winds.

A HEATED term, 95 deg.

The striking of the baggage men will no doubt seriously affect the trunk lines.

Railroad strikes are good deal like a young fellow driving with his girl—they tie up the lines.

The strike has got pretty far along without Governor Walcott getting in his oar; he surely can't know about it.

Today June finishes up with a record of rare days that it will make July hitch up a little closer to the sun to beat.

What a terrible thing it would be if congress should get ready to go home and couldn't on account of the strike!

Even slow and melancholy Missouri has had a murder and hung the murderers while Illinois still dallies with Prendergast.

The dropping of Pullman cars will result in many a tramp giving up his summer outing. He couldn't think of going without his sleeper.

The French may be very sorry that President Carnot was killed but since he is dead it is such fun to buy flowers and go to a great big funeral.

The Populists of Alabama have thirty-eight out of sixty-six of the county election canvassing boards. Down south this is equivalent to election.

The Missouri Pacific employees surely won't be so thoughtless as to strike, it might compel George Gould to give up his yachting trips in England.

GOVERNOR LEWELLING condemns the Pullman porters more than he does the company itself. The governor thinks he knows a tyrant when he sees him.

DISPATCH from Washington in the Daily Trumpet, judgment day, "Senator Hill moved in the senate to strike out Sec. — relating to the income tax."

It would be interesting as well as novel to see how things would be if the railroad employees of the country owned the attorney general of the United States.

GENERAL ARTZ says he didn't go with the weathers because they didn't need him. He seems to have labored under some misapprehension when he came back to Topeka.

The plan of the Nebraska veterans to put Carnegie and Frick behind armor plates when they are tested may be a trifle medieval but it would be a sure cure for blow holes.

JUDON WEBB of Atchison has decided that the playing of an organ by people who don't know how to play, or who don't know at least more than two changes, is a nuisance. If the decision will stick, it deserves to be called the new Magna Charta.

The supposititious drummer who described Dick Blue to a Chicago newspaper man as "a tall, gaunt, picturesque figure," gave strong evidence of a grand picturesqueness himself in the matter of distorting truth.

THE house in trusting to the good sense of the senate to defeat bills that it passes for the sake of show, has found it has been placing confidence in something that doesn't exist.

FRANKLIN McVeaugh, the Democratic candidate for United States senator in Illinois, is a mugwump. The mugwump realizes that this administration will about finish his political days and he is making the most of favorable conditions.

ONE of the Democratic sugar trust senators is reported as saying, "We own Allen; we have bought him with free lumber and free barbed wire." In the face of such examples as this Senator Quay's impudent frankness seems almost commendable.

SINCE congressmen are now being appealed to personally by the Coxeyites for "a little assistance" they see how much easier it would have been to give away several millions of the people's money and wonder they didn't think of it.

NO CAUSE FOR PRIDE

YET IF WE KEEP ON WE WILL SOON HAVE A NAVY.

Our War Vessels Contrasted With Those of Other Great Powers—Some Curious Facts, Strange Fluctuations in American Shipbuilding—A Remarkable Decline.

[Special Correspondence.] WASHINGTON, June 28.—When the average American citizen walks through the beautiful halls of the naval department and sees the fine models of our war vessels, when he notes the activity there and at the navy yards, or even when he reads of the magnificent record for speed made by our new ships, his heart swells with pride, and he anticipates a speedy return of the glorious days of our navy—the days of Paul Jones, Hull and Lawrence, of Perry, Decatur and the heroes of our civil war. National pride is a good thing, but lest it becomes excessive let us look at the actual facts and contrast our navy with that of other nations, at the close of the fiscal year. In his first message to congress, December, 1885, President Cleveland says: "All must admit the importance of an effective navy to a nation like ours having such an extended seacoast to protect. And yet we have not a single vessel of war that could keep the seas against a first class vessel of any important power."

A Contrast With Other Nations. At the opening of the present congress Secretary Herbert quoted that statement and said that we had not even yet in commission a "single vessel of war that could keep the seas against a first class vessel of any important power," but that four such were in process of construction. In 1885 there was no establishment in this country that could turn out armor for modern vessels, none that could forge a modern gun of more than six inch caliber, none that could make automobile torpedoes, modern rapid fire guns or powder for the highest power guns. Secretary Whitney at once began the work for these and many other needed things, and we are just beginning to realize the results. Some of the contrasts are astonishing. We still have but three torpedo boats proper, while England has 237, France 233, Italy 179, Russia 166, and so on down to little Portugal, the lowest in the list, which has 9. Even China has 32 and Japan 30, and in all foreign countries there are now 197 in process of construction, all of greatly increased size and speed. These should not be confounded with the torpedo cruisers to be named hereafter.

We have completed, approved and in commission 15 full armored vessels of which we are justly proud, beginning with the famous Puritan, built by John Roach. It is a pity that no general system was adopted in naming our vessels, as is shown by such a list as the Miantonomoh, Amphitrite, Monterey, Katahdin, Ajax, and so on. Five languages being laid under contribution and the gods and heroes of every age from Agamemnon to Ericson. Striking a balance on those soon to be completed and the old ones barely fit for use, it may be said we have 13 single turret monitors, 32 unarmored steel vessels of every class, 6 iron steam vessels, 10 wooden steam vessels, 6 wooden sailing vessels and 12 steel, iron and wooden steam tugs. Of the 19 war vessels of every kind in process of construction at the beginning of this congress six have been completed, and the secretary says that all will be in active service by the close of the fiscal year 1896. The total appropriation for the naval department for the year now ending was \$22,104,061.38, while that for the coming year—at least, as it passed the house—is \$25,280,936.27.

What It Costs to Let a Navy Rot. A glance over the figures since the foundation of our government presents some very curious contrasts and emphasizes some points which have been the subject of much scandal, but have never been explained. A satisfactory history of the naval department for the 10 years succeeding the war has never been written, and it is too soon to write it. The government in 1865 owned over 100 vessels of all kinds, and naval movements necessarily ceased at once, and yet the naval appropriation for the fiscal year 1866 was \$13,285,062, and for the four years ending with 1869 the aggregate was \$120,000,000. Much of this is of course accounted for by the payment of retiring sailors and officers and back claims. It was therefore promised and confidently expected that naval expenses would be rapidly reduced. In fact, they rapidly increased until the appropriation for the fiscal year 1874 was \$30,932,387. All this time the navy was running down so rapidly that it became a subject for jeers and laughter, and to the enormous appropriations should in justice be added the amount realized by the sale of old material. To realize the contrast take notice that for the fiscal year 1892, when the Harrison administration was straining every nerve to hasten the completion of the vessels authorized, the appropriation was but \$31,541,645, or but a trifle more than for 1874. The people can easily understand why it would take over \$30,000,000 per year to build a splendid navy, but why it took as much to let a navy rot is as yet unexplained.

The figures for the early years of our history are laughable in comparison. In 1794 the total appropriation was but \$61,498, and when the Federalists got excited over the prospective war with France and became, as the Jeffersonians said, perfectly reckless, they expended for the year 1800 only \$3,448,716. Twelve years passed before that sum was reached again, and in the glorious year of 1814-15 the expenditures were only \$8,660,000. Thirty-three years passed before this sum was again reached, and it was not again exceeded till 1868. The wooden vessels of those days were cheap indeed, and when Commodore Perry rejoiced greatly over obtaining guns of large caliber it probably never entered his imagination in its wildest moments that in 80 years his

government would be using cannon one discharge of which costs \$400. The Navies of Europe.

And yet we are so far behind some other nations that we can only wonder at their recklessness or sympathize with them in their necessities. The British parliament has but lately appropriated for the fiscal year 1895 a little over \$80,000,000, and 10 first class battleships and 43 cruisers are now in process of construction in the English navy yards. Italy is in such financial straits that she is on the verge of revolution, but her minister of marine has recently ordered 8 first class battleships, 3 cruisers, 12 torpedo boats and 4 immense transports, the battleships to have from 11,000 to 12,000 tons displacement and a speed of 19 knots. France now has 11 armored battleships in construction and 16 unarmored but protected cruisers, besides 7 armored cruisers of the second class and various torpedo, dispatch and coast defense vessels. In Germany the naval budget is still under discussion, but the lowest estimate is for 8 armored battleships, 6 coast defense vessels, 8 torpedo boats and 7 unarmored vessels of various grades.

At this point a bit of history is in order illustrating the strange fluctuations in American shipbuilding. The first vessel worthy of the name constructed in North America was made by the Spaniards on the west coast of Mexico, where they established a shipyard in 1534, and not many years later they had a very fine ship for those times, in which Don Juan Cabrillo sailed up the coast and entered the bay of San Francisco. On the gulf of Mexico they soon had large vessels constructed, in one of which De Leon surveyed the coast of Texas in 1595-8. New England began with such small boats that no exact date can be set, but the first American decked vessel was built by Adrian Block near the mouth of the Hudson in 1614. In 1629 Massachusetts had five ships, but it is not certain which of them were built on that coast. Her shipping increased so rapidly that in 1639 the fisheries were an important source of her revenue, and in 1641 Hugh Peters built a vessel of 300 tons burden at Salem.

Our Colonial Navy. In 1701, says The British Record, the American colonies had 2,700 men, with 121 vessels, aggregating 8,000 tons, in the Newfoundland fisheries. In the wars with the French the American sailors bore an honorable part. It was in 1645 that the first American slave sailed for the coast of Guinea, and when she returned to Boston her officers were punished and the captives were returned to their native country at the public expense. In 1731 Massachusetts had 38,000 tons of shipping and the other colonies smaller amounts each. When the population of the colonies was only 1,000,000, the entries and clearances at Boston in a single year were 930.

The first naval exploit, if such it may be called, in the resistance to Great Britain was the capture of the Gaspee, in 1772. As to that war and its naval heroes, especially Paul Jones, are not the details known to every Yankee schoolboy? During the entire war there were regularly commissioned in our own navy 36 vessels, of which 20 were captured by the British or burned to prevent capture. The first vessel to carry the American flag to China was the Empress, Captain Greene, which sailed from New York Feb. 22, 1784. The troubles with Tripoli and Algiers began the next year, and the heroes of that war are well known. It was in 1793 that the Constitution was first put in commission as an American vessel, and after a long and glorious service she is now laid up as the receiving ship at Portsmouth, N. H. The loss of the Kearsarge leaves the Hartford, Admiral Farragut's flagship, our only vessel afloat around which historic memories cluster. This year the committee has made liberal appropriation for her preservation and improvement and for refitting her with a modern battery, rather in obedience to public sentiment than for her value.

Short Naval Combats. In 1811 the naval appropriation was only \$1,965,566. When war was declared, but a single ship, the Wasp, of 18 guns, was on foreign service, though many American vessels suitable but not yet fitted for war were afloat. As the greatest land victory of that war, at New Orleans, was won three weeks after the treaty of peace was signed, so several sharp naval combats took place during the six months after the peace, the last being that between the Peacock and the East India company's cruiser Nautilus in the strait of Sunda, June 30. The Peacock fired but one broadside, killing and wounding 14 of the British, when the Nautilus surrendered, and the next day the American captain having learned of the peace, she was given up. There was not time for the navy to degenerate much before the second Barbary war began. After that the navy was maintained in tolerable efficiency, and American merchant shipping increased with a rapidity never before known in history. We were doing three-fourths of our ocean carrying when the transition from wooden to iron vessels began, since which our decline in that respect has been as rapid as our previous rise.

It began in 1856 and amounted to 15 per cent before South Carolina seceded. Thence to the close of the war the decline was 38 per cent of carrying, though not of tonnage, for the ships were only laid up temporarily. Thereafter we lost steadily to the close of 1892, since which there has been a slight improvement. Senator Frye says: "In 1810 we had 1,000,000 tons in the foreign trade and were carrying 98 per cent of our exports and imports. Today we have 638,000 tons and carry but 12 per cent of our exports and imports, paying Great Britain \$175,000,000 per year to carry for us." On this basis he proposes a 10 per cent differential against goods imported from foreign bottoms, which the other fellows, as usual, beg leave to amend by deducting 10 per cent from the regular duties for goods imported in American bottoms. That is "where we are at" for the present, but as to the navy proper there is much more to be said hereafter.

J. H. BRADLEY.

SOCIAL AND PERSONAL.

Items of Interest About Topeka People and Visitors in Town.

The Imperials danced at Vinewood last evening to the music of Watson's orchestra, and among those who enjoyed the party were Mr. and Mrs. W. W. Webb, Mr. and Mrs. Chas. Downing, Mr. and Mrs. W. M. Ryerson, Mrs. Belle Small, and Misses Frey, Ware, Caro Penfield, Agnes Lee of Kansas City, Edna Lakin, Florence Greer, Lulu Manspeaker, Ona McFadden, Carrie Titus of Kansas City, Myra Williams, Black of St. Louis, Margaret Dudley, Josephine Dietrich, Nannie Hopkins, Bessie Stewart, Nina Sheaffer, Ollie O'Brien, Irene Horner, Sadie Gaunung of New York, Edna Best, Henrietta and Mary Thompson, Edith Isbell; Messrs. Dick, Hopkins, Black, Isbell, Akers, Jamison, Horner, Dennis, Penfield, Bonebrake, A. S. Pidding of New York, Clay, Davis, Lewis, Walker, Wikidall, McBride, Frey, Yates, King, Kingsley, Valentine, Thomas, Streicher, Russ, Sells and Nichols.

Picnics at Garfield.

There were several picnics at Garfield park yesterday afternoon, and nearly all of the participants remained for the band concert in the evening. Mrs. W. L. and Mrs. H. B. Alfred chaperoned their Sunday school classes of the First Baptist church, which consisted of Misses Rosa Loveland, Agda and Emma Nelson, Calla McDonald, Ruth Hutton, Minnie Means, Minnie McConnell, Addie Chalk, Percy Capps, Bertie Umpleby, Tina Gilpatrick, Susie Jewell, Lucille Mulvane, Birdie and Nora Oliver, Birdie Love, Ruth Hutton, Myrtle Long, and Masters Tom Horron, Harry and Bert White, Robt. Wadleigh, Walter Frazier, Ed. Keene, Walter Joslyn and Chas. Sheffield.

Mr. and Mrs. W. P. Tomlinson, Mr. and Mrs. W. Pateman, Miss Wills Tomlinson and Fred Lower enjoyed a family picnic. A party of young people consisting of Misses Myrtle and Lulu Fordyce, Mollie and Anna Crane, Daisy Smith, Carrie Merrick, Daisy Hayes, Nellie Post, Bertie Ryus and Lulu Cope; Messrs. Frank Cain, Geo. Plad, Chas. Peyton, W. J. Radcliff, Jack Newman, Lewis Greenwood, Robt. Cunningham and Jack Merrifield, also picnicked at Garfield park.

Riley House.

On Thursday evening, June 14, Mr. John W. Riley of Tecumseh, Kansas, and Miss Emma, youngest daughter of Mr. and Mrs. H. W. Hause, were united in marriage at the home of the bride's parents in Brookfield, Mo.

A large company of friends witnessed the ceremony and the bride wore a gown of fawn colored silk, finished in serge trimmings with wide ruffles of silk lace. A handsome brooch and ring, the gifts of the groom, were her only ornaments.

The bridegroom is a popular and highly respected young man who has many friends in Tecumseh to wish him joy.

The affair is more interesting from the fact that about a year ago a brother of the groom and a sister of the bride were married, and the parents of both parties are old friends.

They received many pretty and useful presents and the parents of the groom, Mr. and Mrs. Philip Riley and daughter Kitty, went to Brookfield to attend the wedding.

At Garfield Park.

Mr. and Mrs. G. C. Foss, Mr. and Mrs. A. B. Quinn and children, Mr. and Mrs. Wm. Thrapp and children, Mr. and Mrs. Albert Latham, Mr. and Mrs. J. B. Hayden, Misses Besse and Celia Hayden will picnic at Garfield park this afternoon and evening.

General Social Notes. Miss Emma Shaffer of Fulton, Mo., is visiting her parents Mr. and Mrs. J. Shaffer at 312 Clay street.

Edward J. W. McNeal and Miss Clara A. Wilkerson were united in marriage at 7 o'clock Thursday evening by Rev. J. C. Owens.

Mrs. Norman Emrick and son Weir of New Castle, Pa., and Mrs. James Reese and son Fred of Kansas City, Kan., who have been visiting Mrs. S. C. Garrick for the past two weeks have returned home.

D. C. Leavitt has returned from Iowa. Mr. Moorehead of Sedalia is visiting her mother, Mrs. D. H. Johnston in Potwin.

Miss Agnes Brokaw who was overcome with the heat Thursday is slowly recovering.

The Y. P. S. C. E. of the United Presbyterian church met last Tuesday evening to elect officers for the ensuing six months. President, J. C. McKirrick; vice-president, M. S. McNabney; secretary, Miss Alice Pyle; treasurer, Miss Anna Boyd, and corresponding secretary Miss Alice Patterson.

Miss Louise Kent left today for Colorado Springs.

Mrs. F. M. Tuttle and son Leon will go to Wagon to spend the Fourth.

Mrs. D. C. Leavitt is in Kansas City. Mr. Geo. Herbold of St. Louis is in town for a few days.

Mrs. J. P. Bartelle has gone to Kansas City.

A. R. Lingafelt returned today from Fairbury.

Miss Stella Black of St. Louis, a sister of W. J. Black who has been attending school in this city, is the guest of Miss Myra Williams.

Miss Nellie Pollard entertained a few young people last evening at her home on Lincoln street.

Miss Anna Bradt of Beatrice, Neb., is the guest of Miss Mary Colby, 1013 Topeka avenue.

Miss Ona McFadden leaves Tuesday for a visit in Hiawatha.

A. M. Collette is up from Emporia for a few days.

Miss Nellie Evans has gone to Manhattan and Hutchinson for a two month's visit.

Mr. and Mrs. Geo. Gilmore of Michigan Valley are the guests of Mr. and Mrs. Frank Merrill.

Miss Lillian Gemmell entertained about forty friends at tea this afternoon, for her cousin, Miss Cora Campbell, of Kansas City.

Mrs. W. L. Gordon and Miss Mame Walsh have returned from Galveston, Texas.

Mrs. E. Dobrer, son and daughter, of St. Joseph, will arrive Monday to visit Mrs. George Hanley.

Mr. J. M. Miner will return from Ottawa this afternoon.

Mr. George Hubbell left today for Galveston, Texas.

Miss Cora Miller will leave Monday for Newton, to spend the Fourth, and will go on to La Junta, Col., and Los Cerrillos, N. M., for a six weeks visit.

Mrs. W. W. Procter and daughter Ida will leave next week for a month's visit in Des Moines, Iowa.

Mr. M. Stanley will return to Colorado tomorrow.

Mr. Clyde Tinscher entertained the

The Only Show Coming This Year

COMING IN ALL ITS ENTIRETY!

Like a Mighty Avalanche Sweeping Everything before it.

PRICE OF ADMISSION REDUCED FROM FIFTY TO 25 CENTS

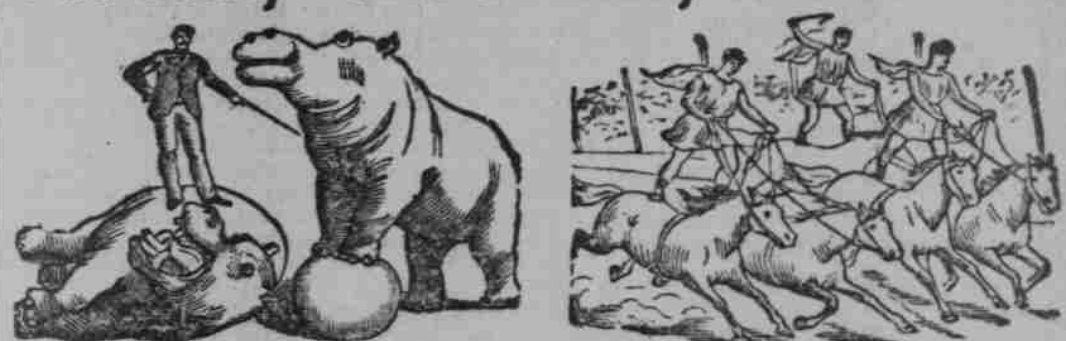
NOW EVERYBODY CAN GO TO THE

OLDEST, LARGEST, RICHEST AND BEST SHOW ON EARTH.

SELLS BROTHERS'

ENORMOUS UNITED R. R. SHOWS,

TOPEKA, SATURDAY, JULY 14



3-RING CIRCUS

50-Cage Menagerie—Roman Hippodrome Sports—Huge Elevated Stages—Australian Aviary—African Aquarium—Arabian Caravan—Spectacular Pageants and Trans-Pacific Wild Beast Exhibit—Presenting More New Exclusive Features Than all other Shows Combined—The Leading Amusement Enterprise of America—Acknowledged by Press, Public and Rival Showmen.

SELLS BROTHERS' ENORMOUS UNITED SHOWS!

\$1,000,000 Actually Invested to Perpetuate \$1,000,000

The Grand Picturesque Street Parade takes place at 10 a. m. daily. Two Performances:

Afternoon and evening.

25 CENTS ADMITS TO COMBINED SHOWS 25

Branch Ticket Office at Keilm Bookstore. Special Excursion Rates on all lines of travel.

following young people Thursday evening for Rev. Mr. Lyndon of Ind.; Misses Minnie and Effie Rindger, Miss Shafer, Miss Bruce, and Messrs. Fred Close and Ted Vogel.

Mrs. Charles Clary of Kansas City, is spending the day with Mrs. George W. Clark, on her way to Washington.

Mrs. G. E. Shelden entertained a party of little folks yesterday afternoon in honor of her son Clarence's birthday.

Mrs. John Stauffer and children will arrive Monday to visit her mother, Mrs. C. A. Case.

DON'T RUN HIM IN DEBT.

A woman looks well in a beautiful dress. All right minded men admit that. And her charms are enhanced, even cynics confess.

By a love of a bonnet or hat. And longing to shine in your set. That dresses cost money and bonnets also. And don't run the old man in debt.

Don't make for him worry and fret. Have clothing that's nice, but look out for the price. And don't run the old man in debt.

'Tis often a woman's desire to be thought in her circle the very top crust. But if social supremacy cannot be bought for cash do not set it on trust.

'Tis pleasant to be on the top of the heap. But to stay there takes money, you bet! So count the cost well of being as well. And don't run the old man in debt.

Don't make for him worry and fret. Your kite you may fly till it touches the sky. But don't run the old man in debt.

It's quite a delight to go shopping, no doubt. The hobby of matron and maid. For women take pleasure in looking about. When beautiful goods are displayed. But while you see bargains that you might desire.

Their purchase might cause you regret. Don't buy any goods that you do not require. And don't run the old man in debt.

Don't make for him worry and fret. Buy the things that you need, but always take heed. And don't run the old man in debt.

Though one may the love of nice things understand. And underwears dainty and light. What's the use of a diamond clasp on a band. That always is hidden from sight? On ornaments that are concealed from the view.

Don't let your affections be set. Buy only the things that are useful to you. And don't run the old man in debt.

Don't make for him worry and fret. Pray look out when you buy pretty things. And don't run the old man in debt.

Your neighbors, of course, you may try to outshine. 'Tis a failing that's common to all. Perhaps from the first that was nature's design. Or maybe it came with the fall.

But don't be by promptings of vanity led. However your wishes may set. If Eve had her failings, it cannot be said. That she ever ran Adam in debt.

Don't make for him worry and fret. Be stylish and gay if you're built in that way. But don't run the old man in debt.

—Boston Courier.

They Lifted Up Their Voices.

Puss—Miss Tabby gave a concert last night. Pup—How was it? Puss—A howling success.—New York Herald.

582 calls up the Peerless

Ice Cream.

Scott Bros. will be able to furnish all ice cream for the Fourth of July. Order by wagon or telephone 472.

Subscribe for the Daily STATE JOURNAL.



SUNDAY AT THE CHURCHES.

The gospel meeting at the Young Woman's Christian association, at 4:15 o'clock Sunday afternoon, will be led by Miss Dora Cady, state secretary. An interesting report will be given of the Students' Volunteer convention, held at Detroit, Mich.

First Presbyterian church, Rev. S. B. Alderson, D. D., pastor. Morning: Communion service—Reception of members—Baptism of children. Evening: Song service. "Stabat Mater."

Church of Christ, scientist, 210 West Sixth street, Willis F. Gross, pastor.—Preaching 11 a. m. Subject: "Communitating the Death of Jesus." Communion services following the sermon.

First Unitarian society.—Preaching at 11 a. m. by Rev. A. Wyman. Subject: "Some Dangers to our Republic."

Second Adventists.—Will meet at the residence of Mrs. Welty, northwest corner of Washburn avenue and Twelfth street, at 2 p. m.

United Brethren services, in the Ladies' Library hall.—11 a. m. Sermon by Rev. Mr. Wingard; 8 p. m. sermon, S. C. Coblenz, pastor.

German Evangelical church, corner Third and Hancock streets. Rev. G. Dietel will preach at 10:30 a. m.

At the United Presbyterian church tomorrow, Rev. M. P. McKirahan will preach at 11 o'clock on "Working and Shaking." In the evening the congregation will join with Liberty in a communion service. The new Christian Endeavor society will meet at 8:30.

Brethren (Dunkard) church, Oakland.—Preaching at 11 a. m. and 8 p. m., tomorrow, by Elder Vaniman.

North Topeka Baptist church, corner Laurent and Harrison streets, Rev. W. H. Hutchison, pastor. Morning subject, "The Christian's Independence Day." Communion service. Evening subject, "For Me and Thee."

The Oakland Presbyterian church, H. S. Childs, pastor. Subject, morning, "The flag and patriotism that will save our country." Evening gospel temperance meeting addressed by A. H. Vance.

Cumberland Presbyterian church.—Members and friends will meet at the church, corner Polk and Huntoon, to reorganize their Sabbath school at 3 p. m. July 1.

The meeting at the Salvation tent on Quincy street Sunday night will be conducted by Major Sully. The open air meeting at 7:30 p. m. will be conducted from the stand of the "medicine show" on Fifth street.

First Christian church.—Preaching at